

To Let.

TO LET.
2ND FLOOR OF HOUSE, No. 64, and
GROUND FLOOR OF HOUSE No. 66,
QUEEN'S ROAD CENTRAL.
Apply to
LAI HING & Co.,
No. 163, Queen's Road Central.
Hongkong, July 1, 1889. 1267

TO LET.
ROOMS in "COLONIAL CHAMBERS,"
No. 9, SEYMOUR TERRACE.
No. 4, SEYMOUR TERRACE, from 1st June.
WESTBURN VILLAS, NORTH,
Water and Gas laid on, Garden and Tennis-
court.
At MAGAZINE GAP, "TUSCUM," A very
comfortable and very cool 5-roomed
HOUSE, with Tennis Court, &c.—From
1st September.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, July 8, 1889. 632

TO LET.
HOUSE No. 2, "SMITH'S VILLAS,"
Magazine Gap, a spacious five-
roomed house, with Basement and Out-
house. Excellent view. Expected to be
ready 1st August next.
Apply to
F. BLACKHEAD & Co.
Hongkong, July 2, 1889. 1284

TO LET.
THE DWELLING HOUSE, No. 2,
DOUGLAS VILLAS.
Possession from 1st May.
Apply to
DOUGLAS LARRAIK & Co.
Hongkong, March 30, 1889. 603

TO LET.
(With Immediate Possession.)
NO. 4, QUEEN'S GARDENS. Rent
\$80 and taxes.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, May 21, 1889. 147

TO LET.
TWO ROOMS in a House on the CAINE
ROAD LUTZ, in a highly respectable
locality. FURNISHED or UNFURNISHED.
Immediate Possession.
Apply
"A. B. C."
China Mail Office.
Hongkong, March 30, 1889. 602

NOTICE.
OFFICES in VICTORIA BUILDINGS TO
BE LET with immediate possession.
Apply to
ARTHUR B. RODYK.
Hongkong, June 3, 1889. 1076

TO LET.
3-STORY HOUSES, Nos. 37 & 43,
WALTON ROAD, MODERATE.
Apply to
YEE HING,
No. 5, Wanchai.
Hongkong, July 16, 1889. 1386

TO LET.
HOUSE No. 1, "CAMERON VILLAS," PEAK,
East.
One spacious five-roomed house at
MOUNT ROSE, Peak, Gas laid on.
NEW HOUSES on "BELLVIEW TERRACE,"
Robinson Road, expected to be ready by
1st August.
Apply to
BELLIOS & Co.
Hongkong, July 27, 1889. 1404

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOITLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
REPAIRS in Liquid and other COMPASSES.
ADMIRALTY & DEEPLY CHARTS,
NAUTICAL BOOKS.
English Silver and Electro-Plated Ware.
Chronometers & a large assortment of
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
—AND—
DIAMOND JEWELLERY.
A Splendid Collection of the Latest London
PATENTERS, at very moderate prices. 749

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.
SHIPMASTERS AND ENGINEERS are
respectfully informed that, upon
their arrival in this Harbour, NONE of
the Company's FOREIGN should be at
hand. Orders for REPAIRS if sent to the
Head Office, No. 14, Praya Central, will
receive prompt attention.
In the event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.
D. GILLIES,
Secretary.
Hongkong, Avenue 25, 1889. 1458

TO-day's Advertisements.
OHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.
The Co.'s Steamship
VARDIA, Commander, will
be despatched as above
TO-MORROW, the 31st inst., at Daylight.
For Freight or Passage, apply to
ROBERTSON & SWIRE,
Agents.
Hongkong, July 30, 1889. 1390

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR TIENTSIN VIA SWATOW.
The Co.'s Steamship
Kwangtung, Captain SELLAR, will be
despatched as above TO-
MORROW, the 31st inst., at 4 p.m.,
instead of as previously notified.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, July 30, 1889. 1478

EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.
FOR SYDNEY, MELBOURNE AND
ADELAIDE.
(Calling at PORT DARWIN & QUEEN-
SLAND PORTS, and thence through
CAIRO to NEW ZEALAND,
TASMANIA, &c.)
The Steamship
Tasmania, Captain CRAIG, will be
despatched for the above
Ports on THURSDAY, the 1st August,
at Daylight, instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, July 30, 1889. 1477

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Adriatic, Captain ANDERSON, will be
despatched as above on
SATURDAY, the 31st inst., at 4 p.m.
Passengers for Europe desiring to proceed
OVERLAND, can, on application to the Under-
signed, have their Tickets endorsed for
transit at Algiers in exchange for Coupon
Tickets. M. Messageries (by Transatlantic
Company's express boats), and thence to
PARIS or LONDON. Algiers is 28 hours
steamer from Marseilles, and thence to Lon-
don occupies about the same time.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 30, 1889. 1481

AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN,
HODEIDAH, ASSAB, SUAKIM,
JEDDAH, SUEZ, PORT SAID,
BRINDISI, TRIESTE & VENICE.
(Taking Cargo at through rates to CAL-
CUTTA, MADRAS, PERSIAN GULF,
RED SEA, BLACK SEA, LEVANT
AND ADRIATIC PORTS.)
The Co.'s Steamship
Orion, Captain VIPS, will be
despatched as above on
SATURDAY, the 10th proximo, at Noon.
For further information as to Passage
and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, July 30, 1889. 1480

STEAM TO SHANGHAI.
The P. & O. S. N. Co.'s
Steamship
Genoa, will leave for the above
place about 24 hours after her arrival with
the outward Mail.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, July 30, 1889. 1482

CANADIAN PACIFIC STEAMSHIP
COMPANY.
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.
The British Steamship PARTHA,
3,127 Tons Register, WALLACE
Commander, will be despatched for VAN-
COUVER, B.C., via AMOY, NAGASAKI
(through the Inland Sea), KOBE and
YOKOHAMA, on THURSDAY, the 1st
August, at Noon, and S.S. ABYSSINIA,
on the 29th August.
Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Ports, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.
Through Passage Tickets granted to King-
land, France, and Germany by all trans-
Atlantic lines of Steamers.
First-class fares granted as follows:—
To Vancouver & Victoria, \$320.00
To all common ports in Can-
ada and the United States, 275.00
To Liverpool, 320.00
To London, 325.00
To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.
Consular Invoices to accompany Cargo
destined to points in the United States,
advised to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.
Freight will be received on board until
4 p.m. on the 31st July.
All Parcels must be sent to our Office
and should be marked to address in full,
and the same will be received by us until
5 p.m. the day previous to sailing.
For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, July 30, 1889. 1484

TO-day's Advertisements.
FROM HAMBURG, PENANG AND
SINGAPORE.
THE S.S. FRIGGS, Captain F. NAGEL,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before 2 p.m.
TO-DAY.
Any Cargo impeding her discharge will
be landed into the Godowns of the Kow-
loon Free Press and Goods Co. and stored at
Consignee's risk and expense.
No Claims will be admitted after the Goods
have left our Godowns, and all Goods
remaining undelivered after the 5th prox.,
will be subject to rent.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 10th prox., at 4 p.m.
No Fire Insurance has been effected.
SIEMSEN & Co.,
Agents.
Hongkong, July 30, 1889. 1479

NOTICE.
THE FREIGHTS AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
THAMES, Captain W. A. SEATON, B.R.N.,
with Her Majesty's Mail, will be despatched
from this Port for LONDON, 4th BOMBAY
and SUEZ CANAL, on SATURDAY, 10th
August, 1889, at Noon.
Cargo will be received on board until
4 p.m. on the day before sailing.
Parcels and Spoons (gold) at the Office
until 4 p.m. on the day before sailing.
Silks and Valuables for Europe will be
transhipped at Colombo; Tea and General
Cargo for London will be conveyed via
Bombay without transhipment arriving one
week later than by the ordinary direct route
via Colombo.
For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR and ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.
Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.
This steamer takes Cargo and Passengers
for MANILA, E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, July 30, 1889. 1485

DAKIN'S CANTHARIDINE
HAIR STIMULANT
WILL not produce a growth of Hair
where the hair has already fallen out,
but it will effectually prevent that
falling out of the Hair, which is one of the
disagreeable consequences of a residence in
this climate.
In Bottles, \$1.50 each.

DAKIN'S
INSTANTANEOUS HAIR
DYE.
A certain remedy for Restoring to
BLACK or BROWN Hair which has
prematurely turned GRAY. Easy applica-
tion and pleasant results.
Per Case, \$1.00.

Dakin's Prickly Heat Lotion.
The only reliable remedy for irritation
of the SKIN, SCALD, ETC.
Per Bottle, 50 Cents.

DAKIN BROTHERS,
LIMITED,
HONGKONG.
Telephone No. 60.
Hongkong, July 28, 1889. 1492

DEPARTURES.
July 30:—
Ancona, for Yokohama.
Ancon, for Singapore and London.
Ancon, for Shanghai.
Ancon, for Coast Ports.
Ancon, for Singapore and London.
Ancon, for Shanghai.
Ancon, for Saigon.
PASSENGERS.
ARRIVED.
Per Dresden, from Shanghai, Miss
Finkel, Messrs. H. G. Hunter, Fred. Rod-
wald, W. V. Drummond, and 6 Chinese.
Per Frigga, from Singapore, 178 Chinese.
Per Diamante, from Manila, Miss Baraldi,
Messrs. Storey, Allison, Garmanza, 12
European sailors, and 118 Chinese.
Per Diamante, from Shanghai, for Hong-
kong, Messrs. Messrs. Messrs. G. A.
Lalib, Fabris, Messrs. Messrs. G. A.
Lalib, and 1 Chinese; for Saigon, Mr. G.
Lalib; for Colombo, Messrs. P. Guegan, L.
Aeham; for Marseilles, Mr. A. Caldorala,
and Miss Jane Smith. From Yokohama:
Per Hongkong, Mr. R. Parker; for Saigon,
Messrs. (2) Messrs. Messrs. G. A. L.
Kimmis, G. Idzumi, Yamasaki, Maki, Uye-
tama, Yousunio, Monje, Nakamura Taku-
naka, Nomo, Labit, Buchan, Kabayakawa,
G. Galliehan.
Per Fulkenburg, from Saigon, Mr. Rosset,
Misses S. Rosinsky, and 300 Chinese.
DEPARTURE.
Per Cheong, to Swatow, Messrs Ng
Ching Kam, Tok Suen and servant, and 3
Chinese.
Per Ancon, for Singapore, 91 Chinese.
Per Ancon, for Shanghai, 25 Chinese.
Per Ancon, for Coast Ports, 3 Euro-
peans, and 550 Chinese.
TO DEPART.
Per Johann, for Hoihow, 30 Chinese.
Per Freij, for Hoihow, 30 Chinese.
Per Clara, for Haiphong, 20 Chinese.

SHIPPING REPORTS.
The German steamer Dresden reports:
Had fair weather and calm.
The German steamer Frigga reports:
Left Hamburg 16th June, arrived Port
Said 29th, passed Suez 2nd July, arrived
Penang 20th, left 21st; arrived Singapore
23rd, and left 24th July. Across the Indian
Ocean, first two days strong S.W. monsoon,
with high confused sea; thence light S.W.
breeze, with high swell and rain squalls, up
the China sea, fine weather throughout.
The British steamer Diamante reports:
Had light winds and fine weather.
The German steamer Fulkenburg reports:
Had fine weather and moderate sea through-
out the voyage.

POST OFFICE NOTICES.
MAILS will close:—
For SWATOW & TIENTSIN—
Per Kwan Sang, at 3.30 p.m., on Wed-
nesday, the 31st inst., instead of as pre-
viously notified.
For PORT DARWIN, THURSDAY IS-
LAND, COOKTOWN, TOWNSVILLE,
LITHIA, BRISBANE, SYDNEY, MEL-
BOURNE & ADELAIDE—
Per Tamsan, at 5 p.m., on Wednesday,
the 31st inst., instead of as previously
notified.
For STRAITS & NEW YORK—
Per Port Caroline, at 5 p.m., on Wednes-
day, the 31st inst.
For YOKOHAMA & KOBE—
Per Tamsan, at 5 p.m., on Wednesday,
the 31st inst.

SHARE LIST.—QUOTATIONS JULY 30, 1889.
Stocks
Hongkong and Shanghai Banking Corp., 80, 0/0
Marine Insurance Co., Ltd., 10, 0/0
Union Insurance Co., Ltd., 24, 0/0
Chinese Insurance Co., Ltd., 1, 0/0
North China Insurance Co., Ltd., 1, 0/0
Straits Insurance Co., Ltd., 10, 0/0
Colon Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
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Fire and Marine Insurance Co., Ltd., 10, 0/0
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Fire and Marine Insurance Co., Ltd., 10, 0/0
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Kowloon Insurance Co., Ltd., 10, 0/0
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Hongkong Fire Insurance Co., Ltd., 20, 0/0
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Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
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Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
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China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
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China Fire Insurance Co., Ltd., 20, 0/0
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Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
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Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
Hongkong Fire Insurance Co., Ltd., 20, 0/0
Straits Fire Insurance Co., Ltd., 20, 0/0
Fire and Marine Insurance Co., Ltd., 10, 0/0
Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
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Fire and Marine Insurance Co., Ltd., 10, 0/0
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Singapore Insurance Co., Ltd., 10, 0/0
Kowloon Insurance Co., Ltd., 10, 0/0
China Fire Insurance Co., Ltd., 20, 0/0
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THE HARBOUR MASTER'S REPORT FOR 1888.

The following report of the Harbour Master for the year 1888 is published in the Gazette for general information:—

Harbour Department, Hongkong, 8th March, 1889.
Sir,—I have the honour to forward the annual returns for this department for the year ending 31st December, 1888.

2.—The total trade of Hongkong for the year 1888 is represented by 63,967 vessels, amounting to 12,996,396 tons. (This is an advance of 124 vessels and 327,705 tons on the average for the previous 3 years, and is 359 vessels more, but 28,939 tons less than in 1887.)

3.—This vast amount of trade is apportioned as follows:—

	Number.	Tons.	Per cent.
British.....	5,121	6,474,343	or 49
Foreign.....	2,460	2,532,334	or 19
Junks in foreign trade.....	47,667	3,703,707	or 29
Junks in local trade.....	55,148	12,710,384	
	63,967	12,996,396	

4.—Compared with 1887, there has been a decrease of British tonnage amounting to 342,705 tons; and an increase of Foreign tonnage of 1,148 tons; also an increase of Junks, exclusive of local trade, of 143,781 tons, and a decrease in Junks employed in local trade of 9,083 tons.

5.—The countries with which the commerce of British tonnage is most apparent are:—

Coast of China and Formosa, 100,977 tons.
Cochin-China, 124,201 ..
Continents of Europe, 143,201 ..
Australia, 22,178 ..

6.—The principal increase appears with the following countries:—

British Columbia, 22,173 tons.
Great Britain, 121,606 ..
Japan, 40,918 ..

7.—The principal decrease, that with Coast of China and Formosa, may be partly accounted for by the fact that, during the year several steamers trading on the Coast, which were formerly registered in the British flag, were transferred to the German flag.

8.—During the year, 3,660 steamers arrived, being a daily average of over 10, of which were "Ocean going." They represented a total tonnage of 4,410,000, or 68 per cent. of them were under the British flag.

9.—The statistics show an increase in the Junk trade over last year, with the Coast of China and Formosa of 103,497 tons, and with Macao of 40,264 tons. There is a decrease, however, of 9, 93 tons in the local trade.

10.—On the 31st December there were 91 steam-launches in the Harbour; of these, 41 were licensed for the conveyance of passengers, 42 were privately owned, and 8 were the property of the Colonial Government. There were also in addition, 6 launches the property of the War Department.

11.—During the year 1888, 96,195 Emigrants left Hongkong; of these, 72,714 (65,775 males, 5,100 females, and 1,839 children) were for the Straits Settlements; 18,275 (18,119 males, 5 females, and 51 children) were for San Francisco; 1,972 (1,942 males, 3 females, and 27 children) were for the Australian Colonies. Owing to the restrictions placed on Chinese Emigration by the various Governments in the Australian Colonies, Emigration there has been practically stopped since the month of May, 1888.

12.—The subject of abuses connected with Chinese Emigration has lately received much attention. The abuses to which I allude, I think, be little doubt, but I question much if they exist to the extent which some suppose. Frequent cases of so-called "kidnapping" are reported, but, except in the case of women or children, my impression is that in a large number of cases reported as such, the so-called "kidnapping" is only a ruse, the "victim" having agreed to emigrate and received a "bounty" for so doing, either from the vessel as she is leaving the harbour, or from some of his friends to whom he has been taken away against his will in the hope that he may be taken out of the ship before leaving, or traced and sent back from the port for which he has sailed; in either case, if he is successful, he will be ready to try his game on again sooner or later. The jumping overboard of "kidnapped" coolies from outward bound Chinese passenger ships, of which good deal was heard a short time ago, is one of the symptoms of abuses in which I do not believe. It is a curious fact that few if any of these individuals are ever heard of after jumping overboard, though they are seen to be picked up by boats which appear to be waiting for them. It is more than probable, I think, that in nearly all these cases, could they be clearly traced, it would be found that this "kidnapped one" was really either a "Bounty Hunter" or else a thief who had got on board surreptitiously and remained as long as he could, with a view of seeing what there was to be picked up, and who, having done all he could in the time at his disposal, cleared out by jumping overboard at a suitable spot where his friends would be waiting to pick him up in a boat.

13.—Cases of forged contract passage tickets have come under my notice, also cases of Emigrants going on board after the medical inspection by the Health Officer and the issue of the Emigration Officer's certificate. During the past year, on one occasion under the latter circumstances I detained the vessel until the number on board conformed with the number passed by the Health Officer and certified to by me. A claim was made for compensation for this detention, but it was not persisted in. As a new precaution against fraud, every ticket is now numbered, and at the same time the Health Officer and Emigration Officer's Deputy on board. A further proposed precaution is to have the tickets printed on specially prepared paper in order that forgeries may be readily recognized, but no means adopted by the Government will prove wholly effectual, unless we have the active co-operation of the Agents or Charterers, and the Master of the vessel towards the prevention of abuses.

14.—The present system of the Emigrants going on board at any time before the sailing of the vessel, and while the vessel is lying in the Roads, is a great measure upon the

public,—since the officers and crew are fully employed in their other duties, as to make it impracticable for them to attend to coolies coming and going,—is conducive to abuses, and I think that the best remedy would be found in the establishment of a Government Emigration Wharf alongside which vessels would take on board their Emigrants at the last moment before sailing, the wharf being closed to the public after the Health Officer and Emigration Officer had passed through the gates to go on board for the final inspection of the Emigrants, and the vessel leaving immediately after this inspection. This method would doubtless cause some little delay in getting the vessel off, and for that reason is open to objection. I think, however, that the evil would be more than compensated for by the good which would accrue.

15.—Nine vessels were registered during the year, and eight certificates of Registry were cancelled. It has been brought to my notice that inconvenience exists in the want of a simpler mode of Registry, whereby small vessels British owned could obtain a "National Character," and be entitled to fly the British flag outside the waters of the colony. The inconvenience can, I think, be removed under the Colonial Shipping Act 1868 (31 and 32 Vic. 129) which enables Regulations to be made providing for the issue to vessels under 60 tons burden of terminable certificates of Registry under which the vessels so long as the certificate is in force, is deemed a registered British vessel, and I am now preparing regulations to be submitted to His Excellency the Governor with this object in view.

16.—Several cases were heard in the Marine Magistrate's Court during the year. "Refusal of duty," "Insubordination," and "Disobedience" in the case of ships and "Leaving without clearance" and "Leaving during prohibited hours" in the case of Junks.

EXAMINATIONS FOR THE POSTS OF MASTERS, MATES AND ENGINEERS, UNDER SECTION 15 OF ORDINANCE NO. 8 OF 1879.

17.—The following table will show the number of candidates examined for Certificates of Competency, distinguishing those who were successful, and those who failed:—

Grade.	Passed.	Failed.
Masters.....	19	3
First mates.....	12	3
Second mates.....	9	3
First class engineers.....	20	3
Second class engineers.....	19	3

MARINE COURTS UNDER SECTION 13 OF ORDINANCE NO. 8 OF 1879.

18.—The following Courts have been held during the year:—

1.—On the 20th February, 1888. Inquiry as to the standing of the British steamship *Admiral*, Official No. 88,360, of Aberdeen, a title to the North of Cape Breton, on the 15th December, 1887. The Master's (Alexander Gault) Certificate of Competency was suspended for three months.

2.—On the 1st May, 1888. Inquiry as to the standing of the British steamship *Admiral*, Official No. 83,010, of South Shields, on the West Point of Hongkong Island in the Channel named on the Chart Sulphur Channel, on the night of the 20th April, 1888. The Master's (Walter Rayne) Certificate of Competency was returned to him.

3.—On the 11th May, 1888. Inquiry as to the abandonment of the British ship *John Ternie*, Official No. 72,277, of St. John, New Brunswick, of the Island of Guam, on the 2nd February, 1888. The Master's (Stephen Barnes Atkinson) Certificate of Competency was suspended for six months, and that of the First Mate (Augustus Harris) was also suspended for six months.

4.—On the 5th June, 1888. Inquiry respecting certain charges of misconduct brought against Robert Lytle, First Mate of the British steamship *Crosser*, Official No. 83,856, Glasgow, by John Oxtown, Master of the said ship. The First Mate's Certificate of Competency was returned to him.

5.—On the 24th October 1888. Inquiry as to the death of Henry Wilkins, A.B. of the British steamship *Gloucester*, Official No. 87,678, of Newcastle, which was washed overboard by a sea which swept the steamer's decks during the Typhoon encountered on the 29th September, 1888. The Master's (Archibald Scotland) Certificate of Competency was returned to him.

19.—10,061 seamen were shipped and 10,897 were discharged at the shipping office and on board ships during the year. MARINE SURVEYOR'S SUB-DEPARTMENT.

20.—I append a Return showing the Surveyors, &c., carried out in the Government Marine Surveyor's Branch. This Return illustrates the constantly increasing importance of that Branch of this Department.

21.—No special remarks are called for under this heading. The three Light-house Stations have been maintained during the year as usual, some minor changes taking place in the staff. The proposal to dispense with the red shades on the seaward face of the Green Island Light is under consideration; this plan, if adopted, will, in my opinion, increase the efficiency of the light.

GOVERNMENT GUNPOWDER DEPT.

22.—On the 31st December, 1888, there was stored in the Magazine at Stonecutters' Island, as under:—

	No. Approx. of rounds.	Weight, cases, weight, &c. lbs.
Gunpowder, privately owned Government owned.....	632	63,200
Cartridges, privately owned Government owned.....	387	31,102
Dynamite, gunpowder, fuze, &c., privately owned.....	67	8,700
Dynamite, gun-cotton, fuze, &c., Government owned.....	9	605

Total..... 1,580 127,617

23.—This is a smaller amount than has been in the Magazine for some years, probably owing to the fact of the market being glutted with the very large amount of explosive material which arrived during and immediately after the period of hostilities between France and China.

24.—The agents of Nobis Explosives Company have during the past year established, with the permission of the Government, a private magazine for storing dynamite, &c., at One Tree Island, thus relieving the Stonecutters' Magazine of the storage. There is, of course, a corresponding loss to the Government of rent for keeping it, but there was no fit special place for keeping it at Stonecutters, and on the whole I think the present arrangement the better of the two.

IMPORTS AND EXPORTS (OPTIC) OFFICE.

25.—This is the first complete year of the establishment of this Branch, and I

have to report that it is working satisfactorily. Monthly statistics are rendered, it will therefore not be necessary to go into details here. A table is added to this report which shows that the total amount of import reported through the office during the year was as follows:—

Imported..... 71,512 27-40ths chests. (Exclusive of through cargo.)

Exported..... 71,593 27-40ths chests. (Exclusive of through cargo.)

The fraction 27-40ths is explained by the fact that one "branched" chest was landed here containing 27 instead of 40 balls, and was exported in the same condition. 21,310 permits were issued from the office, being 384 Landing, 10,668 Removal, 8,498 Export, and 470 to Chinese Customs bulk.

26.—In addition to those, a Memo. of Exports for the day is sent for the convenience of the Chinese Customs' Commissioner to the Kowloon Customs' Office.

27.—From the summary of Exports it appears that apart from the through cargo, Shanghai took from the Colony 37 per cent., viz. 26,673 chests; Canton came next with 16 per cent., and then Amoy and Swatow.

I have the honour to be, Sir, your most obedient servant,
R. MORLEY RUMNEY, R.N.,
Harbour Master, &c.
The Honourable Frederick Stewart, LL.D.,
Colonial Secretary, &c., &c.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000
PAID-UP CAPITAL.....2,500,000
RESERVE FUND.....1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
G. E. ROBERTS, Esq.
LEE SING, Esq.
POON FONG, Esq.

BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND or BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary.
Victoria Buildings, Hongkong, 3rd May, 1889. 844

DENTISTRY.
FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG, Surgeon-Dentist,
(Formerly of the Singapore Dispensary and Laidley Assistant to Dr. Roberts.)

At the urgent request of his European Patients and American patients and friends, he TAKES THE OFFICE formerly occupied by Dr. Roberts.

CONSULTATION FREE.
Discount to natives and families.
Sole Address:
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

SAILORE'S HOME.
ANY Out-of-Clothing, Books, or Apparatus will be thankfully received at the Sailors' Home, West Point.
Hongkong, July 25, 1887.

INSURANCES.
QUEEN-FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SOUTH & CO., Agents.
Hongkong, July 15, 1887. 1340

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SARON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; LONDON AND HAVRE.

THURSDAY, the 1st August, 1889, at Noon, the Company's S.S. *DESDEN*, Capt. V. SCHUCKMANN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 31st July, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and values of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, July 10, 1889. 1407

THE CHINA MAIL.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTERWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT THE SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 31st day of July, 1889, at 4 p.m., the Company's S.S. *DESDEN*, Capt. V. SCHUCKMANN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 10 a.m. on the 31st July, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELOHERS & Co., Agents.
Hongkong, July 8, 1889. 1323

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be dispatched for San Francisco, via Yokohama, on TUESDAY, the 13th August, at 1 p.m., carrying Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 375.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the United States Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China, Japan, or vice versa, within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of some is required.

Consular invoices to accompany Cargo destined to ports beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

O. D. HARMAN, Agent.
Hongkong, July 25, 1889. 1450

CENTRAL & ORIENTAL STEAMSHIP COMPANY.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCCEANIC* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 3rd Proximo, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 375.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's Road Central.

O. D. HARMAN, Agent.
Hongkong, July 20, 1889. 1367

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked D., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Polder's Wharf.
6. From Polder's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name, Captain, Flag and Rig, Tons, Date of Arrival, Agent's Name, Destination, Remarks.

Steamers.
Anton 3 h Eggerts Ger. str. 396 July 16 Wisler & Co.
Asagoe 3 h Trent Japan str. 1568 July 28 Takasato Colliery
Avonch 3 h Mitchell Brit. str. 1039 July 25 Morris & Ray
Clara 3 h Christensen Ger. str. 674 July 27 Siemens & Co.
Diamond 3 h Taylor Brit. str. 514 July 30 Messageries Maritimes
Djemah 5 h Vaquier Fran str. 2393 July 20 Messageries & Co.
Don Juan 5 h Marquez Span str. 654 July 31 Messageries & Co.
Dresden 10 Schuckmann Ger. str. 3110 July 30 Messageries & Co.
Fregr 3 Lund Dan. str. 419 July 28 Arnold, Karberg & Co.
Gluckeburg 3 h Sagal Ger. str. 1400 July 30 Siemens & Co.
Gwalior 5 h Nansen Ger. str. 1093 July 21 Messageries & Co.
Hassia 5 h Plass Ger. str. 1294 July 27 P. & O. S. N. Co.
Johann 3 h King Ger. str. 358 July 28 Messageries & Co.
Kong Kong 2 h Jones Brit. str. 862 July 22 Yuen Fat Hong
Kwang Sang 3 h Saller Brit. str. 1000 July 30 Jardine, Matheson & Co.
Mampon 5 h J. J. Brit. str. 118 July 22 Captain
Mora 5 h J. J. Brit. str. 1411 July 24 Jardine, Matheson & Co.
Oceanic 5 h Kempson Brit. str. 3035 July 24 O. S. S. Co.
Parthia 5 h Wallace Brit. str. 2035 July 24 Adamson, Bell & Co.
Phra Chom Klao 2 h Watson Brit. str. 1012 July 27 H. K. & W. Lock Co.
Pilot Fish 5 h J. J. Brit. str. 989 July 26 Butterfield & Swire
Schow 5 h J. J. Brit. str. 1498 July 13 Russell & Co.
Telamon 5 h J. J. Brit. str. 1665 July 28 Butterfield & Swire
Tiverton 9 h Whelan Brit. str. 1743 June 18 Adamson, Bell & Co.
Velox 3 h Johnson Ger. str. 635 July 21 Edward Schellhaus & Co.

Sailing Vessels.
Agenor 5 h Frost Amer. sh. 1414 May 25 Reuter Bruckmann & Co.
Alexander Yate 5 h Dunham Brit. sh. 1689 June 2 Order
Amphitrite 5 h Bovel Ger. sh. 1814 July 16 Master
Australia 5 h Harris Brit. sh. 398 June 11 Messageries & Co.
Charger 3 h Guedel Brit. bga. 1379 July 21 Russell & Co.
Comet 5 h Krippner Ger. sh. 1083 July 21 Messageries & Co.
Conqueror 5 h Kriehop Amer. sh. 1540 June 16 Master
Constance 5 h Singly Brit. sh. 1502 June 8 Reuter Bruckmann & Co.
Farnham 5 h J. J. Dan. bga. 223 July 19 Gilman & Co.
Gustaf & Oscar 3 h Soderstrom Siam. bga. 447 July 20 Chinese
Haydn Brown 5 h Haver Ger. sh. 1532 July 4 Messageries & Co.
Irene 5 h Yates Amer. sh. 427 July 21 Captain
Iton 5 h Edgole Pol. bga. 542 June 13 Messageries & Co.
Joseph 5 h Rogers Amer. sh. 1597 June 13 Butterfield & Swire
Mable Taylor 5 h Durrer Brit. sh. 1288 June 2 Messageries & Co.
Martha Davis 5 h J. J. Amer. bga. 832 June 21 Russell & Co.
Narwhal 5 h Weston Brit. sh. 1327 June 6 Adamson, Bell & Co.
Richard Parsons 5 h Thorndike Amer. bga. 1116 June 24 Captain
San Witeh 5 h Gibbels Amer. sh. 1289 July 24 Order
Scilla 3 h Soderstrom Span. sh. 526 July 14 Order
Velocity 3 h Martin Brit. bga. 491 May 20 Reuter Bruckmann & Co.
Vigilant 9 h Gould Amer. sh. 1723 July 2 Russell & Co.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Polder's Wharf.
6. From Polder's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name, Captain, Flag and Rig, Tons, Date of Arrival, Agent's Name, Destination, Remarks.

Steamers.
Anton 3 h Eggerts Ger. str. 3